

An Aggressive Campaign for Greater Albuquerque Begins at the Commercial Club Tomorrow Night; Be There.

BY The Herald Way it's cheaper to own an Electric Iron than not. Phone 168 About it.

The Evening Herald

NO New Republican Candidates Today. But the Signs are Propitious for More Recruits.

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ALBUQUERQUE, NEW MEXICO, MONDAY, JUNE 22, 1914.

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UNITED STATES ASKS CARRANZA AND HUERTA TO RESTORE PEACE IN STRIFE TORN MEXICO

APPEAL MADE TO BOTH FACTIONS TO STOP REIGN OF WAR AND BLOODSHED AND SUBMIT TO ARBITRATION

Mexicans Themselves Must Save Their Own Country is Conclusion Reached by Mediators at Niagara Falls; Plan to Bring Together Warring Factions is Undertaken by Peace Conference as Last Resort; American Government to Informally Direct Meeting of Men Who Represent Mexican Leaders.

NEITHER SIDE WILL BE ASKED TO ABANDON PRINCIPLES; EACH SIDE MUST MAKE SACRIFICES

Every Effort to Get Constitutionalists to Agree to Armistice as Desired by Mediators Having Failed, Suggestion that Men Who are Responsible for Continued Turmoil Get Together and Agree on Provisional President is Evolved as Final Hope for Cessation of Hostilities.

(By Leased Wire to Evening Herald.)
Niagara Falls, Ont., June 22.—The United States government has invited representatives of General Carranza and General Huerta to meet at an informal conference here with the hope of bringing about the pacification of Mexico.

The Huerta delegates today informed the American delegates through the mediators that they were willing to deal with the constitutionalists in this way.

UNITED STATES BRINGS PRESSURE ON CARRANZA

Niagara Falls, Ont., June 22.—Actual negotiations between representatives of the fighting factions in Mexico in an effort to agree on an individual for the provisional presidency is the latest plan which the mediators have evolved for the solution of the Mexican problem.

Just how the two elements will be drawn together remained a secret today. It became known that strong pressure had been brought to bear on General Carranza through the American government and that the mediators had persuaded the Huerta government to come into the plan.

Informal parleys between the representatives of the two factions, outside of the formal mediation proceedings, but with the counsel and advice of the American delegates, is the object of the new plan. This move was adopted as a last resort—every effort to get the constitutionalists to agree to an armistice as desired by the mediators having failed.

The appeal, which is said to have been made to both factions, is that the Mexicans themselves must save their country from further apportionment and bloodshed by each making certain sacrifices, but neither side will be asked to abandon the principles for which they have been contending. It will be several days before the plans will materialize and constitutionalist delegates can arrive.

In the meantime the mediators and Huerta and American delegates will continue their discussion of other points in the general peace plan than those on which they have been deadlocked. Separate conversations with Carranza and Huerta are being held. The Huerta and American delegates were set for today.

CARRANZA ENVOYS ON WAY TO NIAGARA FALLS

Washington, June 22.—Indications here today were that the coming of the three new representatives of the constitutionalist movement would open the way for informal negotiations between these forces and the American mediators at Niagara Falls. That the mediators themselves will welcome anything the American delegates can do with the constitutionalists was assured here in official quarters.

The three new delegates en route here, said to have the approval of General Carranza and General Villa, are Fernando Iglesias Calderon, who has been in conference with Carranza at Saltillo; Alfredo Breceda, aide to Carranza; and Leopoldo Huerta Espinosa, a member of congress during the Madero administration. It is believed here that Calderon will succeed Rafael Zubaran as chief representative of the constitutionalists.

DELIVERED OVER TO I. W. W. IS CHARGE MADE BY MOYER

President of Western Federation Accuses Butte Miners of Bad Faith; Socialist Mayor Criticized.

PUBLIC WARNED OF TRUE CONDITIONS

Newly Organized Union Will Not Supplant Old Union; Threats to Take Jobs Away from Insurgents.

(By Leased Wire to Evening Herald.)
Butte, Mont., June 22.—With President Charles H. Moyer of the Western Federation of Miners insisting that his plan of conciliation, which will be announced tomorrow at a meeting of the old Butte miners' union, was the only avenue by which peace can be restored, preparations are going rapidly forward today for the permanent organization of the Butte Mine Workers' union, launched yesterday by the secessionists from the Western Federation. Leaders of the new organization say that President Moyer will be brought to a realization that the federation has lost practically all support among local miners.

Disaffection over the management of the affairs of the old union and a desire to be freed from the necessity of paying heavy assessments to the Western Federation of Miners for the support of strikes, led to the breach which resulted yesterday in the determination of the insurgents to operate as an independent unaffiliated union.

President "Muckie" McDonald's statement that the new union would have nothing to do with the Industrial Workers of the World organization has caused a feeling of optimism among business interests here.

McDonald signs his name "Muckie" to union documents. Moyer expects to remain here a week or ten days. He will leave about July 1 for L'Ange, Mich., where he is to stand trial on charges arising out of the Michigan copper strike last winter.

In a statement surveying the situation Moyer declared the leaders of the new union had not acted in good faith; that the workers had been delivered over to the Industrial Workers of the World and that "there are hundreds—yes thousands—of irresponsible men headed for Butte at this instant."

"What are they coming for?" he asked.

"They have no jobs," Moyer said, "for there are more men in Butte now than there are places for in the mines. The public can take warning as to their true mission."

Moyer also criticized Mayor Duncan, Socialist, for failing to appear at the mass meeting yesterday to advise against the formation of the new union before Moyer's conciliation plan could be submitted to the men.

Fortified with the backing of the Western Federation and all international unions of the American Federation of Labor, together with \$75,000 in cash in the bank and \$50,000 more in property in this and other cities, the old miners' union will continue its business here, according to Moyer.

He indicated the federation would continue to hold its contracts with the mining companies and would furnish sufficient federation men to fill all places in the mines. Action to this end, he said, would be taken if the men who have seceded fail to take advantage of the opportunity to return to the federation.

RAILROADS TIED UP IN EASTERN KANSAS

(By Leased Wire to Evening Herald.)
Kansas City, June 22.—Heavy rain early today washed out railroad tracks in eastern Kansas and brought to a standstill several railroad lines in the affected district. Up to date, June 1914, is the sixth wettest June in twenty-eight years. The precipitation this month is in marked contrast with June, 1913, when no rain fell.

TODAY'S GAMES

MONDAY, JUNE 22.

NATIONAL LEAGUE

Reds, 2; Giants, 3.
R. H. E.
Cincinnati . . . 100 000 100—2 7 3
New York . . . 000 020 001—3 6 3
Batteries: Ames and Clark; Mathewson and Meyers.

Pirates, 1; Dodgers, 5.
R. H. E.
Pittsburgh . . . 000 000 100—1 7 0
Brooklyn . . . 202 001 000—5 12 4
Batteries: Harmon, Kautzschmer, Connelmann and Gibson, Coleman; Pfeffer and Fischer.

Cards, 4; Braves, 3.
R. H. E.
St. Louis . . . 000 000 021—4 19 4
Boston . . . 010 010 010—3 9 3
Batteries: Robinson, Saltee and Snyder; Tyler and Whaling.

Postponed—Rain.
Chicago—Philadelphia postponed; rain.

AMERICAN LEAGUE

Washington, 4; Detroit, 3.
R. H. E.
Washington . . . 202 000 000—4 9 2
Detroit . . . 4 110 000 000—3 4 0
Batteries: Ayers, Boehling and Henry; Dubuc, Main, Hall and Stange, Baker.

Wet Grounds.
New York—Cleveland postponed; wet grounds.

Red Sox, 4; White Sox, 5.
R. H. E.
Boston . . . 004 000 000—4 8 1
Chicago . . . 010 120 100—5 8 0
Batteries: Redlin, Johnson and Thomas; Scott, Benz and Mayer.

AMERICAN ASSOCIATION

Postponed—Rain.
Tulsa—Milwaukee postponed; rain.

Columbus, 0; St. Paul, 2.
R. H. E.
Columbus . . . 000 000 000—0 3 2
St. Paul . . . 100 000 010—2 9 1
Batteries: Perry and Smith; Karger and Glenn.

Indianapolis, 2; Kansas City, 1.
R. H. E.
Indianapolis . . . 000 000 020—3 6 0
Kansas City . . . 000 001 000—1 7 0
Batteries: Willis and Livingston; Morgan, Allison and Moore.

Cleveland, 4; Minneapolis, 8.
R. H. E.
Cleveland . . . 020 001 010—4 14 1
Minneapolis . . . 120 012 020—8 11 7
Batteries: George and DeVogt; Patterson and Hardin.

FEDERAL LEAGUE

Brooklyn, 4; Indianapolis, 5.
R. H. E.
Brooklyn . . . 000 100 021—4 7 0
Indianapolis . . . 400 000 110—5 11 1
Batteries: Lafitte and Land; Henderson and Hardin.

Pittsburgh, 3; Kansas City, 4.
R. H. E.
Pittsburgh . . . 000 102 020—3 7 2
Kansas City . . . 002 001 100—4 11 3
Batteries: Dickson and Berry; Cullop, Stone, Harris and Easterly.

Baltimore, 1; St. Louis, 3.
R. H. E.
Baltimore . . . 000 000 000—1 8 4
St. Louis . . . 000 020 000—3 7 2
Batteries: Sugas, Conley and Russell; Brown and Simon.

Buffalo, 3; Chicago, 4.
R. H. E.
Buffalo . . . 000 000 000—3 7 2
Chicago . . . 000 001 020—4 9 2
Batteries: Krapp, Hendrix and Blair; McGuire, Plisk and Wilson, Black.

WESTERN LEAGUE

St. Joseph, 1; Omaha, 5.
R. H. E.
St. Joseph . . . 000 000 001—1 5 2
Omaha . . . 100 002 020—5 6 3
Batteries: Purcell and Schang; Willis and Cronin.

GOVERNMENT WINS INTER MOUNTAIN RATE CASES IN FINAL COURT

Opinion of Chief Justice White Reverses Commerce Court; Schedules Fixed by Commission Will Stand.

OUTCOME OF LONG AND SHORT HAUL LITIGATION

Railroad had Granted Middle Western Cities Same Rates as New York City Because of Market Competition.

Washington, June 22.—Many thousands of dollars must be returned with interest to wool growers of the west, principally in Wyoming, Utah, Nebraska, Nevada, Idaho, Colorado, New Mexico and Montana, by railroads which have carried their clip to eastern markets at freight rates which the interstate commerce commission today said had excessive.

(By Leased Wire to Evening Herald.)
Washington, June 22.—The supreme court today reversed the commerce court and upheld the intermountain rate of the interstate commerce commission. The commerce court had held that the commission could not make blanket or some rates. That is the contention of those who are opposed to the five per cent increase in freight rates now being asked by the eastern railroads.

Justice White first decided that the long and short haul clause was constitutional. The chief justice next upheld the making of rates by the commission, by zones.

The zones selected by the commission were in substance the same as those previously fixed by the carriers as the basis of the rate making which was included in the tariffs which were under investigation and therefore we may put that subject out of view," said he. "Indeed, except as to questions of procedure, there is no contention in the argument as to the inequality of the zones of the percentage or as to any undue preference or discrimination resulting from the action taken."

"But by this as it may, in view of the findings of the commission as to the system of rates prevailing in the tariffs which were before it of the unequal and burdensome character by such system, of the possible disadvantage unreasonably beyond the limits produced by competition in favor of the competitive points and against other points by the tariff in question, facts which we accept and which indeed are unchallenged, we see no ground for saying that the order was sustained by the facts on which it was based or that it exceeded the powers which the statute conferred and transcended the limits of the sound legal discretion which it lodged in the commission when acting on the subject before it."

On the constitutionality of the long and short haul clause Chief Justice White said:

"It is certain that the fundamental charge that it makes is the omission of the substantially similar circumstances and condition clause thereby leaving the long and short haul clause in a sense unqualified, except insofar as the section gives the right to the carrier to apply to the commission for authority to charge less for longer than for shorter distances for the transportation of persons or property and gives the commission authority from time to time to prescribe the extent to which such designated common carrier may be relieved from the operation of this section."

"From the failure to insert any word in the amendment tending to exclude the operation of competition as adequate under proper circumstances to justify the awarding of relief from the long and short haul clause and there being nothing which minimizes and changes the application of the preference and discrimination clauses of the second and third sections, it follows that in substance the amendment infringes no states no new rule of principle and simply shifts the power conferred by the section as it originally stood—that is it takes from the carriers the deposit of public power previously lodged in them and vests it in the commission as a primary instead of a reviewing function."

The intermountain rate order was issued in June and July, 1911, by the interstate commerce commission, under authority of the "long and short haul" section of the interstate commerce act. This section clothed the commission with discretion to make exceptions to the general rule, laid down in the law that railroads should not charge more for a short haul than for a longer haul in the same direction and over the same lines or routes.

The orders were the outcome of a change in the law in 1910. From 1887 to 1910 the law against a greater charge for a short than a longer

IMAGINARY MASON AND DIXON LINE DISAPPROVED

President Wilson Wishes Sectional Feeling Between North and South to be Forever Forgotten.

(By Leased Wire to Evening Herald.)
Washington, June 22.—President Wilson expressed the wish today that the Mason and Dixon line be forever forgotten. In a letter to President H. B. Joy of the Lincoln Highway association, asking that the road run from Philadelphia to Gettysburg through Washington, the president suggested that it would be a good means of further obliterating sectional feeling between the North and South.

The president's letter follows:

"I am sure the entire country is interested to see to it that there should no longer exist a North or a South in this absolutely united country, which we all love, and that the imaginary Mason and Dixon's line should be made once and for all a thing of the past, and as a small contribution to that end, I earnestly suggest that the Lincoln Highway association should grant permission to place the official Lincoln highway markers of the macadam roadways from Philadelphia to Washington through the properly selected streets of the latter city, to the Lincoln monument, and from there through Frederick, Md., to Gettysburg.

Cordially and respectfully yours,
"WOODROW WILSON."

NEW HAVEN ROAD MUST DISPOSE OF STOCK

President Informs Inquirers that Government will Proceed Unless Boston and Maine Holdings are Sold.

(By Leased Wire to Evening Herald.)
Washington, June 22.—President Wilson and Attorney General McMeekin are agreed that the dissolution suit against the New Haven railroad suit go forward unless the Massachusetts legislature empowers the holding company to sell its Boston and Maine stock.

President Wilson told inquirers today that unless the legislature acted in line with the suggestions of the attorney general and Governor Walsh the only course left open to the department of justice was to go ahead with the Sherman law suit, which had been held up, according to the agreement between Chairman Elliott of the New Haven and Mr. McMeekin.

EDITOR DAVE DAY OF DURANGO DIES TODAY

(By Leased Wire to Evening Herald.)
Durango, Colo., June 22.—David P. Day, 65 years old, founder and editor of the Durango Democrat, died today of paralysis.

Day enlisted in the federal army, company D, Fifty-seventh Ohio infantry, in 1862 and was given a medal of honor for gallantry. He was chief of scouts of the Seventeenth army corps under General Frank P. Blair at the age of 17. He was four times wounded and three times a prisoner. He escaped from Florence and Andersonville prisons.

Day founded the Solid Muldoon, a newspaper, at Durango, Colo., in 1879, and the Durango Democrat in 1892. He was Indian agent during Cleveland's administration.

Day applied only to lands under "similar conditions" but that proved unsatisfactory and led to the law being amended by striking out this phrase "similar conditions" and leaving the commission with discretion to make exceptions to the general rule laid down in the law.

Shortly after the passage of the act in 1910, practically all the railroads traversing the intermountain region of the west applied to the commission to have exceptions made so that a higher rate could be charged on shipments from the east to intermountain cities, such as Spokane, Wash., Reno, Nev., and Phoenix, Ariz. The rates on these cities from points east of the Rockies had for years been made by adding the through rate to the Pacific coast and the best rate from the Pacific back to the interior city.

The intermountain points rebelled against what they claimed was a monopoly given to the Pacific coast cities of the trade at all points from the coast back to the very doors of the intermountain cities. The matter was fought out in hearings before the commission.

RAILROADS WIN OIL LANDS SUIT

United States Supreme Court Finds Saving Clause in Patents Void; Government Fails in Contentions.

PROPERTY VALUE IS OVER \$700,000,000

Southern Pacific and Allied Transcontinental Companies Win Long Standing Legal Fight of Vast Importance

LIMITATIONS STATUTE BARS FURTHER ATTACK

Fierce Controversy Waged for Years Because of Discovery of Oil; Worth of Lands Runs into Staggering Figures.

(By Leased Wire to Evening Herald.)
Washington, June 22.—Transcontinental railroads won their fight for title to some \$700,000,000 worth of oil lands when the supreme court today held void the clause in the patents making the land revert to the government if found to contain minerals.

The court held that the patents were irreducible but that they could not be attacked collaterally—by other claimants—but could only be set aside by a direct attack by the government.

Justice Vandever of the court incidentally emphasized the claim that the government's time in which it could attack the patents had expired in 1898 or 1901.

"In every case before this court," said Justice Vandever, "we have held that where the law says that only mineral or homestead lands are to be granted by the land officials, the officials must do their duty of ascertaining whether that land came within the law and that they could not perform their duty by inserting exceptions that the land should not pass if found later not to be within the law."

This was precisely the contention of the attorneys of the railroads. Justice Vandever pointed out that all the land patents granted to railroads since 1866 contained a clause declaring the land should not pass from the government if later it was found to contain minerals.

"Let us see what this means in the case of the Northern Pacific," said he. "The Northern Pacific got every alternate section of land in a forty mile-wide strip from Duluth to the Pacific. Should these clauses be held valid, the question would arise as to whether those who long ago purchased from the railroad and created farms, ranches and towns on them had any rights."

The company contended evidence could not be presented at this date to show that the lands were mineral and that the issuance of the patents was conclusive proofs they were not. It also argued that the exception was void. Justice Vandever held that a general statute made it the duty of the secretary of the interior to inquire whether the lands were of the class for which a patent could be issued.

Referring to the practice of the land office Justice Vandever said it had been the uniform practice to decide whether the land was within the limits of the application when the application was made and before the issuance of the patent.

The government has a separate suit, distinguished from the case today, to cancel the patents to oil lands held by the transcontinental carriers. Today's decision was in a case brought by Edmund Burke of California who claimed the right to lands now held by the Southern Pacific, on the ground they should revert to the government because oil had been found after the issue of the patent to the railroad. The government contended that when it gave the lands to the railroad it did not grant valuable minerals not then known to exist.

The government issued a patent in 1914 to the Southern Pacific in aid of its construction of a transcontinental line. Patents were issued likewise to the Northern Pacific and other lines traversing the plains and Rockies to the coast. Each patent contained an exception and reservation reading as follows:

"Excluding and excepting all mineral lands should any such be found in the tracts aforesaid, but this exclusion and exception, according to the terms of the statute, shall not